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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 28 April 1951

50X1

SUBJECT Railroad Stocks of Cars and Coal

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1. The following is a summary of stocks and consumption of service coal (in metric tons):

Type of stocks	Date 1951	Hard Coal	Brown Coal	Brown Coal Bri- quettes	Coke	Coal Dust
Operations	23 February	8,466	19,080	37,456	1,858	44
stocks	25 February	9,053	19,324	36,136	1,832	18
Emergency	23 February	56,358	-	13,900	-	-
reserve	25 February	56,514	-	14,000	-	-
Daily con- sumption	23 February	4,230 (4,135)	1,193 (20)	16,254 (15,049)	23 (-)	51 (51)
	25 February	4,816 (4,797)	1,201 (12)	13,936 (13,328)	11 (-)	51 (51) *

Note: The figures in brackets refer to the daily consumption by locomotives.

2. On 23 February, there was a total of 1,120 loaded cars awaiting dispatch, including 788 cars bound for Poland and the U.S.S.R., 144 for Baltic Sea ports and 188 bound for Sweden via Sassnitz. On 25 February the total of such cars stood at 1,414, including 76 bound for Aue (Uranium mining), 918 bound for Poland and the U.S.S.R., 183 for Baltic Sea ports, 98 for places within the zones, and 139 bound for Sweden via Sassnitz. \*\*
3. The park of operating railroad cars on 23 and 25 February totaled 77,212 and 73,658 cars, respectively. \*\*\*

\* Comment. Recently the stocks of service coal have no longer been broken down into locomotive and shop coal. This breakdown will henceforth be made only with regard to the amount of coal consumed per day. While the locomotive coal is used by

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locomotives, the shop coal, which represents only a fraction of the total stock of coal, is used in the railroad shops. Compared with the status of mid-January 1951 the stocks of coal used for operations and the emergency coal reserve have been almost constant. The operations stocks are adequate for two days, the emergency coal reserve for only three days. This is still far below the standard stocks, which should be adequate for 10 to 14 days. The daily consumption of locomotive coal, amounting to approximately 20,000 tons, continued to be normal. The coal dust situation does not seem to have improved. This still prevents the increased utilization of the more economical coal dust firing locomotives.

\*\* Comment. The backlog of undispached cars, which has recently not been stated in terms of trains, has increased slightly in comparison with the status of mid-January 1951. 50X1

\*\*\* Comment. The size of the park of operating cars has decreased as compared with the status of the previous month. 50X1  
It is below the average of approximately 80,000 cars.

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